

Today's Advertisements.

TO-NIGHT I HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE.
CROWDED NIGHTLY
TO SEE
THE GREAT PROGRAMME.
OUR NEXT MATINEE,
WEDNESDAY, 24th January.

LOCATION (RECREATION GROUND
(Near the RACE COURSE).
DOORS OPEN at 8 P.M. COMMENCE at
9 P.M. Sharp.
N.B.—Positively no Half-price to Evening Shows.

MATINEE every WEDNESDAY and SATURDAY.
Children Half-price to all parts at Matinees only.
Doors Open at 2.30 P.M. Performance at 3.30 P.M.

POPULAR PRICES.
Box Office.—ROBINSON PIANO Co., Queen's Road.

NOTICE I Late Train to Peak.
Late Ferry to Kowloon.

ANNOUNCEMENT.
WEDNESDAY, 24th January.
FIRST APPEARANCE OF

SISTERS FREZACONDAS,
MONA, DAISY, TESSIE and DOLLIE.

ROBERT LOVE, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 21st January, 1901. [94c]

THEATRE ROYAL,
CITY HALL.

Lessee and Proprietors:
Messrs. A. H. & E. J. POLLARD.

TO-NIGHT I
AND EVERY EVENING.

The first great event in the Colony of the
20th CENTURY.

Under the distinguished Patronage of
H.E. Sir HENRY BLAKE, G.C.M.G.

POLLARD'S
LILLIPUTIAN
OPERA CO.

OF 30 PERFORMERS.

TO-NIGHT,
POSITIVELY THE LAST PERFORM-
ANCE OF

The enormously successful Military Musical
Comedy,

"A GAIETY GIRL."

TO-MORROW NIGHT,
The Sparkling Musical Comedy,

"IN TOWN."
3 NIGHTS ONLY.

PLAN at ROBINSON'S
Performance starts punctually at 9 P.M.
Carriages at 11.45 P.M.

The Star Ferry Co. has kindly consented to
delay the last ferry to 12.15.

A. LEVEY, Business Manager.
A. H. POLLARD, Manager.
Hongkong, 21st January, 1901. [1514b]

JUST ARRIVED.
GENUINE CHERRY WATER, ACHTES
SCHWARZWALDER KIRSCHWASSER.

\$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [134]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR HAIPHONG.
The Company's Steamship

"HAILONG,"
Captain Bathurst, will be despatched for the
above Port, TO-MORROW, the 22nd instant,
at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 21st January, 1901. [94c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
The Company's Steamship

"THALES,"
Captain Robson, will be despatched for the
above Port, on WEDNESDAY, the 23rd instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 21st January, 1901. [93c]

"SHIRE" LINE.

FOR KAOCHAU.
The Steamship

"MERIONETHSHIRE,"
Captain Evans, will be despatched for the
above Port, on WEDNESDAY, the 23rd instant,
at Daylight.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st January, 1901. [82c]

"BEN" LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.
The Steamship

"DENALDER,"
Captain McIntosh, will be despatched as above
on or about THURSDAY, the 24th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st January, 1901. [162c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"TAMSUI MARU,"
Captain K. Hasegawa, will be despatched for the
above Ports, on SUNDAY, the 27th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Today's Advertisements.

THE KOWLOON LAND AND BUILDING CO., LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 27th February, 1901, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

The Register of Shares of the Company will be CLOSED on SATURDAY, the 26th January, to THURSDAY, the 27th February, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to

The Hongkong Land Investment and Agency Co., Limited.

The Kowloon Land and Building Co., Limited.

Hongkong, 21st January, 1901. [95c]

NOTICE TO CONSIGNEES.

S.S. "GYMERIC,"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st January, 1901. [91c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist, Optician, of London and Calcutta,
may be consulted for SPECIALLY
at 16, Queen's Road Central,
(R. HOUGHTON & Co.,
(Near opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells
of dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
ADVICE FREE. [1454b]

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

Per doz.
Case.

A.—THORNE'S BLEND, White
Capsule \$10.80

B.—WATSON'S GLENORCHY,
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABLOU-GLEN-
LIVET, Red Capsule,
with Name and Trade
Mark 12.00

D.—WATSON'S H.K.D., BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Violet
Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABLOU-GLENLIVET is a very old
Pent Whisky, (smoky) and could not
now be replaced in stock at the price.

D. is well known for
its fine flavour.

E. is of superb quality
and pronounced by lead-
ing local connoisseurs to
be the best brand in the
Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

MARRIAGE.
On the 9th instant, at the British Episcopal Church, Fochow, by the Rev. L. Lloyd, HORACE WARREN, of the Joint Telegraph Companies, to GERTRUDE SOPHIE, youngest daughter of the late Arthur Wigan, Esq., of Launceston, Tasmania.

DEATH.
On Monday, 7th inst., at No. 85, Bluff Yokohama, FANNIE GRACE, the beloved wife of Capt. E. Prior Bishop.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 21, 1901.

NOTES AND COMMENTS.

The news of the illness of Queen, which we publish to-night in Reuter's telegram, will cause deep anxiety to the whole Empire, though we sincerely trust that there is nothing really very serious in the condition of Her Majesty. The news is, however, certainly very sudden and unexpected, as we were not even informed previously the Queen was even indisposed.

Her Majesty is now at Osborne, and it is stated that two physicians were summoned there at once. The strain of the past year, it is stated, has had a great effect on the Queen's nerves, and we can well understand what a constant anxiety the war must have been, and what an influence it would have, especially considering the age of the Queen. The doctors have ordered perfect rest and quiet and freedom from public cares, and we can only hope to hear better news, and that Her Majesty is on the road to convalescence, in the course of the next telegrams.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, January 18th.

Three thousand Boers are concentrating at Carleton.

General Colville's mobile column has repulsed the Boers with heavy loss at Vanderhoek.

The British cruiser *Sybil* while landing bluejackets to intercept the invaders, stranded in Lambert's Bay; the crew was saved.

Martial law has been proclaimed in every district of Cape Colony except eight, in which the British preponderance, and the possession of arms has been declared illegal.

REPORTED ILLNESS OF THE QUEEN.

Numerous reports concerning the illness of the Queen are current, and it is stated that two physicians have been summoned to Osborne.

THE HEALTH OF THE QUEEN.

It is officially stated that the great strain of the past year has told on the Queen's nervous system. The physicians have prescribed perfect quiet in the house and abstention from public affairs.

WEATHER REPORT.

The Observatory report says:—

On the 20th at 11.55 a.m. the barometer has fallen quickly in S. China, particularly about the North of the Formosa Channel. Probably a depression is lying over the E. coast of China. Gradients slight with light winds in S. China and the N. part of the China Sea. Forecast:—E. winds, moderate or light; fair, but some mist or fog at night.

On the 21st at 11.55 a.m. barometric changes are slight. Probably the depression in the North is moving Eastwards over Japan, and the monsoon is likely to freshen in S. China. Forecast:—N.E. winds, probably freshening; fair, but fog or mist at night.

LOCAL AND GENERAL.

A CENSUS of the Colony was taken last night.

A NURSE, to take charge of children on the voyage home, is advertised for from Penang.

H.M.S. *Orlando* went into the big dock at Hung-hom to-day. H.M.S. *Mohawk* is also having an overhaul.

In the *Gazette* it is notified that Mr. E. R. Hallifax is appointed Assistant Superintendent of Police. He is the magistrate for the New Territory.

It is said that the *Glory* will not take up her duties as flag ship just yet, but is to be sent north to relieve the *Goliath*, which will come to Hongkong.

A TELEGRAM from Takata to a Japanese paper on the 14th inst., says that the Tsuka-no-yama tunnel on the Hokuyetsu railway has fallen in, burying a whole train.

The Russian battleship *Sisai Veliky* (10,000 tons) arrived at Nagasaki on the 19th inst. from Masampo. She is expected to remain there up to the 17th inst. when she will leave for Korea.

The following account of what the young Queen of Holland's wedding dress will be like, will prove interesting to our lady readers. The nuptial toilette of Queen Wilhelmina will (a Paris correspondent learns) be made of silver tissue woven at Lyons, and cut out in Paris. It has been sent to 'The Hague' and just handed over to Vrow van Kinsdied-Winkler, director of the School of Design of Industrial Arts at Amsterdam. The skirt is in the 'tunic' form, now fashionable and forming a wide long train. It is as well as the corage, will be edged with embroidery designed at that school and furnished by the pupils. The design will be orange flowers embroidered in silver thread and doiled over with small silver discs. The lilies are ready to be applied. Some priceless old lace will be used on the collar.

"A GAIETY GIRL" was produced by the Pollard's again last night, before a large audience. The small people have evidently captivated Hongkong, for there is no falling off in the attendance and people go again and again.

A FATAL accident occurred yesterday. An earth cooler was on the Pok-fu-lum Road working at digging earth. He undermined a portion and whilst he was underneath it, the mass of earth, etc., collapsed on to the unfortunate man and killed him.

The returns of the number of visitors to the City Hall Library and Museum for the week ended 20th January are:—

	Library.	Museum.
Non-Chinese	459	227
Chinese	137	2,430
Totals	596	2,647

We clip the following from the *China Gazette* of the 15th inst.—We are sorry to observe that Mr. H. Bismarck has spoiled the pretty little romance growing out of the siege of the Legations, in which his name was coupled with that of a fair young American, by promptly denying the report of his engagement in *to*. The story originally appeared in the *Japan Gazette*, whence it reached our columns.

The coolies employed by the French Military Authorities recently formed a deputation to request that they might not be paid in French dollars as they lost so much by exchange. The French Authorities sent to demand an explanation from some of the cash shops why they gave such a low exchange for the French coin, and were told it was owing to the refusal of the foreign banks to accept these dollars.—P. & T. Times.

H.M.S. *Undaunted* went out for firing exercise this morning. We understand that she has received her orders for home and will dock when she returns from target practice, and then leave for Singapore to meet her relief, the *Blenheim*, from whence she will sail for England and pay off. By the time she reaches England, the *Undaunted* will have been nearly four years in commission, her departure having been delayed by the troubles in China.

At the U. S. Consular Court at Shanghai on the 14th inst., before the Rev. J. R. Hykes, Vice Consul-General, T. Conway and M. J. Donovan, both unemployed and residing at the Hongkong Coffee House, were charged with having wilfully and maliciously destroyed property to the value of \$4 in the Hongkong Coffee House on 11th instant. After hearing the evidence against the accused, and on the latter stating that they had been offered a passage to Hongkong, his Honour suspended sentence, but warned the accused that if they were brought before him again they would be heavily punished.

The Yokosuka Admiralty port just now, says the *Japan Herald*, presents the most animated and splendid appearance ever witnessed since the establishment of the headquarters: numerous battleships, cruisers, destroyers, and other vessels are in the harbour, including the *Asahi*, *Shikishima*, *Yashima*, *Shikishima*, *Yashima*, *Yokosuka*, *Tokusaka*, etc., etc. These leviathans having come to Yokosuka to have necessary repairs executed, the Shipbuilding Yard is kept continually busy. The naval constructors also have their hands full with the work of improving the boilers of torpedo-boats, in order to effect the increase of their speeds.

The Ichang correspondent of the *N.C.D. News* says on the 5th inst.—Many of the survivors from the wreck of the *Suttsiang* are still with us, but after being replenished in stores they hope to go westwards again. This time it must be by a slower mode of travelling—the native junk. Even though wrecks with native junks are frequent, we have never heard of any foreigner being drowned. It will be some time before confidence will be restored in steamer navigation of the Upper-Yangtze. The Capt. of H.M.S. *Est* has proceeded up river to the scene of the wreck to survey. Beyond the after cabins no further wreckage has come down river.

A HOME paper says:—There is a strike of executioners at Canton. A bigger capitulation—or rather decapitation—grant is their cry, and fewer heads. The chopper-off business has never been so active before. What with Boxers and a little ground game, in the shape of a pirate or two, the daily bag is very heavy. You would expect headmen normally to be "on the strike," would you not? But the curious thing is that when they are, they are not. It is just then that they are not striking. It seems there are "black-legs" even in the execution line. Some poor-spirited Chinamen, with no sense of the dignity of the calling, have offered to do the work for half the money. It is clearly a "cutting" business. No self-respecting Boxer, however, ought to suffer himself to be executed for a paltry 25 cents. By the way, it does remind one of the enterprising undertaker's announcement, "Why trouble to live when you can be buried so cheaply?" Why, indeed?

The serious and (disgraceful) effects resulting from imbibing the vile poison called whiskey, brandy, etc., sold by the majority of the saloon keepers in Oura was once made conclusively illustrated on the 10th inst. at about 10 p.m., says the *Nagasaki Press* of the 12th inst.—A Russian tailor from the *Russia*, after a carouse of short duration, became not only intoxicated, but absolutely demented. He stripped himself quite nude, and after tearing the stripes off one of his petty officers' arms, ran into the street shouting like a maniac. A crowd collected, but the unfortunate man could not be induced to dress himself. Upon arrival of a European policeman some clothes were borrowed from a neighbouring saloon; as the tailor's clothes were torn to shreds, and the man was assisted to dress himself. By this time he was nearly insensible from drink. He was driven to the police station, where he was allowed to sleep off the effects of the drink. Next morning at 2 he was handed over to his vessel. The sailor claims to have been robbed of Yen 25, but considering the previous events, the police disregard this part of his story.

The Lady Superior of the Italian Convent begs to acknowledge with thanks the receipt of the following subscriptions, to the funds of that Institution:—

A Friend.....\$100
A. M. Santos, Esq.....11

The *Foochow Echo* of the 12th inst. says:—We learn that the French and United States Consuls have secured satisfactory indemnity from the Provincial Authorities, for property destroyed at Shaou in July last, belonging to the Roman Catholic and American Board Missions. Some forty thousand dollars, was claimed by the two missions, but a smaller sum was finally accepted.

POLLARD'S LILLIPUTIANS.

A Gaiety Girl has been drawing crowded houses. To-night is the last performance of this popular musical comedy. To-morrow night the clever little people produce the musical comedy by which Arthur Roberts made his great name, "In Town," which will be staged for three nights only. Plans at the Robinson Piano Co.

THE HONGKONG AND WHAMPŌA DOCK COMPANY, LIMITED.

An Extraordinary General Meeting of the Company was held at the Office of the Company, No. 1, Queen's Buildings, today at noon, when the undermentioned Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 31st December, 1900, were submitted for confirmation as Special Resolutions.

The Hon. J. K. Keswick (Chairman) occupied the chair, and there were also present:—Messrs. N. A. Siebs, J. S. van Buren, A. Haupt, J. H. Lewis, R. Sheehan, D. E. Brown, P. Witkowski (directors), D. Gillies (Chief Manager), T. J. Rose (secretary), R. C. Wilcox, Hy. Humphreys, D. Haskell, A. Haupt, Thos. Skinner, Sorabjee Rustonjee, Ho Fook and Lo Cheung Shiu.

The notice calling the meeting was read. The Chairman then proposed that the following resolutions be confirmed:—

1.—That the following Article be inserted after Article 6, namely:—

"6a.—The Directors may issue 'Certificates for fractions of Shares,' and provide for the Exchange of such fractional Certificates amounting to a whole Share or number of Shares for Certificates of a whole Share or Shares."

2.—That in Article 11 the figures "4,000" be substituted for the figures "1,000."

3.—That the existing Shares in the Capital, namely 12,500 fully paid up Shares of \$125 each, be subdivided into 31,250 fully paid up Shares of \$50 each.

4.—That in Article 17 the figures "10,000" be substituted for the figures "2,500."

5.—That in Article 33 the words "Four Thousand" be substituted for the words "One Thousand."

6.—That in Article 62 the words "for every complete additional number of Forty Shares" be substituted for the words "for every complete additional number of Ten Shares."

7.—That in Article 71 the words "more than twelve or less than six" be substituted for the words "more than nine or less than four."

8.—That in Article 73 the words "two hundred" be substituted for the word "fifty" and "bonuses" be deleted, and that in the end of the same Article be added the following paragraph, namely:—

"The Directors may also, with the consent of, and in such manner, and upon such conditions, and at such times as shall be authorised by Shareholders in meeting, employ the Reserve Fund for the time being, or any part thereof, in the payment of a bonus or bonuses to Shareholders in respect of every Share and fraction of a Share."

The articles were seconded as follows:—

1. Seconded by Mr. R. C. Wilcox.

2. Mr. Humphreys.

3. Mr. Ruttonjee.

4. Mr. Ho Fook.

5. Mr. Skinner.

6. Mr. Haskell.

7. Mr. Rustonjee.

8. Mr. Gaskell.

9. Mr. Wilcox.

They were all carried unanimously.

That concluded the business before the meeting.

Another extraordinary general meeting was held immediately afterwards, for the purpose of proposing the undermentioned resolutions.

The Secretary read the notice calling the meeting.

The Hon. Mr. Keswick again presided.

He said:—The resolutions which have just been read to you express themselves and it is unnecessary for me to make any remarks. I therefore beg to submit them to the meeting.

On the motion of the chairman, the resolutions were unanimously carried.

The first was seconded by Mr. Wilcox, the second by Mr. Humphreys and resolution No. 3 was seconded by Mr. Haskell.

The resolutions were as follows:—

The books, etc., sent with and referred to in the third letter enabled Gaskell to estimate for himself the nature and extent of the labour and skill which he would be called on to expend, and to make an offer to the defendants if he thought it worth his while.

After taking five days to consider matters, Gaskell on the 13th June wrote as follows: "I have looked into the books kept by Mr. F. W. Hall during his management of your business, and find that many serious mistakes have been made."

He continues: "To arrive at a correct statement of account for the twenty-one months of Mr. Hall's management would necessitate a large amount of labour, and would probably take about two months' continual work, day and night. My fee for undertaking the task would be \$1,000, \$500 of which payable in advance and the remaining \$500 payable on my handing you the work completed."

In this letter Gaskell offers to furnish a correct statement of account (based of course on the materials supplied or offered) for the twenty-one months of Mr. Hall's management, upon condition that he is to receive \$1,000, of which one half was to be paid in advance and the other half when he handed over the work completed. That offer was accepted, and such acceptance clinched the contract. The phrase "the work completed" means "a finished correct statement of account."

Under date 5th November, 1900, Gaskell wrote: "In accordance with your instructions to me I have now the pleasure to hand you herewith the following accounts, made up to the 31st December, 1899:—

No. 1.—Balance Sheet.
No. 2.—Profit and Loss Account.
No. 3.—Statement giving particulars of house account.

No. 4.—Statement giving particulars of T. L. Stevens' account.

He adds that the accounts have been very carefully gone into. On the 12th November, after an interview with Mr. G. R. Stevens senior, who drew his attention to certain items in the Balance Sheet and the Profit and Loss account, Gaskell wrote: "Please find enclosed herewith statements giving particulars of the amounts debited and credited to s.s. *Daguer* and s.s. *Loyal* during the period of Mr. Hall's management, of your firm. With reference to the \$5,000 appearing in the balance sheet as due to Mr. Victor Roque, I find that this sum has been paid by your firm as follows:—

Feb. 17, 100 tons of coal..... \$1,066.77
Aug. 12, cheque to Chartered Bank 3,831.12

4,897.89

This amount will therefore have to be written off before opening fresh books, etc., etc. When this error in regard to Roque's account had been corrected, the balance sheet, so far as I can judge, was accepted as substantially accurate and there remained only a question relating to the accounts of the S. S. *Loyal*.

On the 18th December Gaskell wrote:— "Your letter of this date enclosing manifest of S. S. *Loyal* has come duly to hand, also the statement of accounts I rendered to you made up in accordance with the firm's Cash Book, Bank Pass Book, etc., which were in use during the period of Mr. Hall's management."

"As already mentioned to Mr. G. R. Stevens, the books and accounts having been kept in such a disgraceful manner during Mr. Hall's management, are absolutely worthless as records of fact; the vouchers are mixed up and many missing."

"I shall be pleased to do my best to reconcile my statement of account of s.s. *Loyal* with the manifest you have sent me, but it must be borne in mind the statement I sent you was made up from amounts shown in your comrade's cash book and the Hongkong bank pass book during Mr. Hall's term of management of your business. Before commencing this work I shall be glad to receive cheque in settlement of my account."

The Court is not versed in the manner of making up a ship's accounts; but assuming that those accounts cannot be properly made up without the production to the accountant of the ship's manifest, I consider that Gaskell was within his rights in saying, as he practically did say in the last letter quoted, "In the materials, which you either sent to me or offered to place at my disposal, I find that no ship's manifest are included and my contract was to furnish a correct statement of accounts from the materials which you either sent or offered. That I have done and I will not do extra work except for extra remuneration."

Subsequently on 27th December, G. W. Marshall, manager of the defendant firm, wrote:—"Will you go through the *Loyal* account with me? Name your own time. Perhaps this office would be best as I have books here. This is all we want to get to the real bottom of in the meantime. That is to say in company with you. So soon as this has been done Mr. Stevens will be satisfied. I have got it out pretty well, but it will require your verification as a document of importance."

It appears to me that the words "so soon as this has been done Mr. Stevens will be satisfied" admit the satisfaction of Mr. Stevens with every account except that of the steamer *Loyal*. But the oral evidence and this last letter, as read in the light of Gaskell's letter of the 18th December, indicate that the request to go through the *Loyal* account was a request to Gaskell to do what he had already legitimately declined to do, viz. compare his statement of the *Loyal* accounts with the *Loyal* manifest.

The Court is accordingly satisfied that on the 27th December the accounts rendered by Gaskell had been accepted by G. R. Stevens & Co. as substantially correct, and that the *Loyal* accounts were not impugned as unsatisfactory because they were based on the materials supplied or offered to Gaskell to work upon, but because they did not tally with the manifest.

In the face of this acceptance by G. R. Stevens & Co. it was useless to point out a few items here and there which the defendants considered to be incorrect. Before accepting such alleged errors should have been referred to Gaskell and the materials for correction then furnished to him. With the original materials at his disposal Gaskell has done what he contracted to do. He has exercised the bounden ordinary amount of skill and knowledge incident to his profession as an accountant. He has carried out his work in substance and effect according to the intention of the parties. Any inaccuracies have arisen from inherent difficulties in the work itself he is still entitled to his remuneration. He was, I think, bound to afford the defendants a reasonable opportunity of inspecting his work to ascertain its correctness. This was done by him. The accounts furnished were not returned to his hands as useless. There is no hint that the state of affairs was not disclosed by the accounts with as near an approach to accuracy as was compatible with the materials at the plaintiff's disposal.

In *Money Penny v. Harland & Co.* and *P. 378*, where an issue was tried as to whether a plaintiff was entitled to any and what sum for work and labour as an architect and engineer, Best C.J. said: "I shall take the liberty of laying down this rule. Supposing negligence or want of skill to be sufficiently made out, and that negligence or want of skill has been so made out that it has rendered the work useless to the defendant, they must pay him (i.e. the plaintiff) and seek their remedy in a cross action. For

if it were not so, a man, by a small error, might deprive himself of his whole remuneration." These remarks are opposite to the present case. The result is that the plaintiff succeeds and has his costs.

CRIMINAL SESSIONS.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).
January 19th.

THE ROBBERY ON STANLEY ROAD.

In conclusion of our report on Saturday of the robbery on Stanley Road on the 14th of December last, the evidence having been led, the jury returned a verdict of guilty, and the prisoner was sentenced to two years' hard labour.

CRICKET.

H. R. C. C. v. R. W. F.

Both teams were well represented in this match on Saturday. Some good play was given, and the result was a hopeless defeat of the R. W. F. by an innings and some 91 runs. The Club's batsmen were on a "holiday" and their bowlers were not wanting in effort.

By the kindness of the Colonel and Officers, the band of the R. W. F. played a capital programme on Saturday afternoon. The Honorary Secretary hopes that the men who will be asked to play for the Club against the R. N. at the end of this week will make an effort to respond, in order that the Club may be as nearly as possible at full strength in this important encounter. A little practice won't hurt some players.

First Innings.		Second Innings.	
Capt. Douglas, c. Nicholson, b. Strong	1	1	1
Franklin, c. Smith, b. Nicholson	2	2	2
Capt. Douglas, c. Nicholson, b. Strong	3	3	3
Franklin, c. Smith, b. Nicholson	4	4	4
Capt. Douglas, c. Nicholson, b. Strong	5	5	5
Franklin, c. Smith, b. Nicholson	6	6	6
Capt. Douglas, c. Nicholson, b. Strong	7	7	7
Franklin, c. Smith, b. Nicholson	8	8	8
Capt. Douglas, c. Nicholson, b. Strong	9	9	9
Franklin, c. Smith, b. Nicholson	10	10	10
Capt. Douglas, c. Nicholson, b. Strong	11	11	11
Franklin, c. Smith, b. Nicholson	12	12	12
Capt. Douglas, c. Nicholson, b. Strong	13	13	13
Franklin, c. Smith, b. Nicholson	14	14	14
Capt. Douglas, c. Nicholson, b. Strong	15	15	15
Franklin, c. Smith, b. Nicholson	16	16	16
Capt. Douglas, c. Nicholson, b. Strong	17	17	17
Franklin, c. Smith, b. Nicholson	18	18	18
Capt. Douglas, c. Nicholson, b. Strong	19	19	19
Franklin, c. Smith, b. Nicholson	20	20	20
Capt. Douglas, c. Nicholson, b. Strong	21	21	21
Franklin, c. Smith, b. Nicholson	22	22	22
Capt. Douglas, c. Nicholson, b. Strong	23	23	23
Franklin, c. Smith, b. Nicholson	24	24	24
Capt. Douglas, c. Nicholson, b. Strong	25	25	25
Franklin, c. Smith, b. Nicholson	26	26	26
Capt. Douglas, c. Nicholson, b. Strong	27	27	27
Franklin, c. Smith, b. Nicholson	28	28	28
Capt. Douglas, c. Nicholson, b. Strong	29	29	29
Franklin, c. Smith, b. Nicholson	30	30	30

Total.....144 Total.....103

Capt. Douglas, c. Nicholson, b. Strong

Franklin, c. Smith, b. Nicholson

Capt. Douglas, c. Nicholson, b. Strong

Franklin, c. Smith, b. Nicholson

Capt. Douglas, c. Nicholson, b. Strong

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Capt. Douglas, c. Nicholson, b. Strong

Franklin, c. Smith, b. Nicholson

Capt. Douglas, c. Nicholson, b. Strong

Franklin, c. Smith, b. Nicholson

Capt. Douglas, c. Nicholson, b. Strong

HARMSTON'S CIRCUS.

The Circus again had a crowded tent on Saturday night, and the Management have every reason to be satisfied with their stay in Hongkong, in spite of their not being able to find a large enough open space nearer the town. Every convenience is, however, made for visitors as to conveyance there and back, and people do not mind the distance when there is a fine show and one well worth seeing. We would remind our readers that the next Matinee is on Wednesday, and this will be the first appearance of the Sisters Frezangas.

The performance on Saturday night was opened by an exhibition of French vaulting led by Gilbert Eldred, who, especially, was extremely graceful in his movements and elicited much applause.

The flexible marvel "Ajax" is indeed a marvel, and gave a most remarkable performance of flexibility, the limelight effects being very good.

The Trapeze artists' exhibition was wonderful, their daring flights through the air being greeted with a storm of clapping.

The Bengal Tiger "Duke" is a very fine specimen of his kind, and the tamer must require a great deal of pluck and nerve to venture into the cage with the animal.

THE ROYAL HONGKONG YACHT CLUB REGATTA.

As we could not get the whole of the races in on Saturday, those which did not appear in that issue are printed below.

ROWING RACES.

SCRATCH FOURS.—Distance three-quarters of a mile.

Station No. 1.—Black, dark blue Jack.

Bow, S. S. Stevens..... 1st. 10lbs.

2. H. W. Kennett..... 2nd. 8lbs.

3. C. McL. Messer..... 3rd. 4lbs.

Stroke, C. E. Hance..... 4th. 8lbs.

Cox, H. M. Bain..... 5th. 8lbs.

Station No. 2.—White, red cross.

Bow, T. J. Wild..... 1st. 10lb.

2. G. C. Fullerton..... 2nd. 11lb.

3. J. Carpenter..... 3rd. 12lb.

Stroke, J. H. Hance..... 4th. 12lb.

Cox, H. Somerville..... 5th. 9st.

Station No. 3.—Light and dark blue.

Bow, H. Sander..... 1st. 6lbs.

2. G. Pappier..... 2nd. 10lbs.

3. L. Lambotte..... 3rd. 10lbs.

Stroke, E. Herbst..... 4th. 13lbs.

Cox, F. W. White..... 5th. 8st.

No. 3 got the lead with No. 1 next. No. 2 was left behind and the end was reached with No. 1 leading, No. 3 second and No. 2 third.

Time of winning boat, 4.20.

A RACE FOR 12-BOAT CUTTERS, BELONGING TO THE ROYAL NAVY.—Distance two miles.

Boats from the following ships had entered:—

Terrible (2), Orlando, Dido (2), Undaunted, Endymion, and Barfleur. The Undaunted won easily, with the Barfleur a good second.

Time, 10.15.

SINGLE SCULLING TUB RACE.—Distance half-a-mile. H. W. Kennett, C. Sherrington, C. Hance, F. White, and S. S. Stevens entered.

Sherrington was absent. It was a good race, Kennett coming in first and Hance second, while Stevens gave up. Time, 4.37.

A RACE FOR SIX-BOAT GALLEYS BELONGING TO THE ROYAL NAVY.—Distance two miles.

First prize \$25; second \$12; distance two miles. Boats from the following ships entered:—

Terrible, Orlando, Dido (2), Barfleur (30 ft. galley and 28 ft. gig), Brisk, Endymion (30 ft. galley and 28 ft. gig). No foreigners entered.

The Endymion galley came in first and one of the Dido boats second. Time, 9.48.

A RACE FOR ALL BOATS BELONGING TO THE ROYAL NAVY.—First prize \$30; second 12; distance two miles. Boats from the following ships entered:—

Terrible, Orlando, Dido (2), Barfleur (30 ft. galley and 28 ft. gig), Brisk, Endymion (30 ft. galley and 28 ft. gig). No foreigners entered.

The Endymion galley came in first and one of the Dido boats second. Time, 9.48.

A RACE FOR ALL BOATS BELONGING TO THE ROYAL NAVY.—First prize \$30; distance two miles. The entries were:—

Terrible cutter, Orlando cutter, Orlando whaler, Dido cutter, Dido galley, and Undaunted launch. There were 22 oarsmen in the last named, a heavy and awkward boat, whose appearance on the course created much amusement.

The Terrible galley early got the lead and won easily, and the launch came in second, though not without having a struggle with one of the other boats for second place. Time, 9.41.

SAILING RACES.

A RACE FOR BOATS BELONGING TO THE ROYAL NAVY, any rig.—Prize, a Cup presented by the Hon. R. M. Gray.

H.M.S. Dido..... Pinnace

Undaunted..... Skiff

Endymion..... Cutter

The Endymion cutter was awarded the prize, being the only boat which turned up.

A RACE FOR BOATS BELONGING TO THE ROYAL NAVY, Service rig.—Prize, a Cup presented by the Hon. F. H. May, C.M.G., Commodore, Royal Hongkong Yacht Club.

H.M.S. Terrible..... Cutter

Orlando..... Pinnace

Brisk..... Cutter

Undaunted..... Launch

Barfleur..... Cutter

Alannah..... Mr. M. W. Slade
Erica..... Officers, R.E.
Maid Marian..... Captain Loring
Mr. Slade's Alannah carried off the cup.
A HANDICAP RACE FOR ALL YACHTS belonging to Members of the Royal Hongkong Yacht Club.—Prize, a Cup presented by H.E. Major-General Gascoigne, C.M.G.

Name..... Owner..... Handicap.

La Cigale..... Mr. Wickham..... allow

Majorie..... Mr. Denison..... 3 min.

Thistle..... Commodore Blackburn 20 min.

Celina..... Mr. Vaughan..... 30 min.

Mr. Denison's Majorie won the cup.

A HANDICAP RACE FOR YACHTS, 24 ft. linear rating and under, belonging to Members of the Royal Hongkong Yacht Club.—Prize, a Cup presented by A. Denison, Esq.

Name..... Owner..... Handicap.

Melrose..... Mr. C. Kew..... allow

Chanticleer..... Mr. Thornhill..... 1 min.

Gloria..... Col. Brown, R.E..... 3 min.

Dorcas..... Mr. E. A. Rose..... 7 min.

Payne..... Officers, R.E..... 8 min.

Soil..... Capt. Harris..... 10 min.

Sayona..... Commodore Elderton..... 12 min.

Gravel..... Lieut. Nelson..... 16 min.

Colonel Brown was the successful competitor.

Lady Blake then presented the prizes to the successful competitors, a good many people being present at the distribution, which took place on the *Waverley*, which had been kindly placed at the Club's disposal by Commodore Powell, H.E. The Governor, Sir Henry A. Blake, G.C.M.G., Lady and Miss Blake and H.E. Major-General Gascoigne, C.M.G., were amongst those present. The races passed off very successfully, and reflect credit upon the Committees in whose hands the arrangements were placed.

AT THE MAGISTRACY.

ROWDINESS OUTSIDE THE CATHEDRAL ON SUNDAY.

Mr. Hazeland had before him this morning a chair coolie named Tong Cheung, charged by Mr. White, verger at St. John's Cathedral, with behaving in a disorderly manner yesterday during evening service.

The coolie pleaded not guilty to the charge. From the evidence of Mr. White it seemed that there were about ten coolies outside the Cathedral yesterday at about 6.30 p.m. They were laughing and making a noise, which disturbed the service. They refused to go away when told to do so.

The defendant said that he told the others not to make a noise.

His Worship thought that it was time the coolies were made to stop the disturbances outside a church, and a fine of \$2 or eight days' hard labour was imposed.

The coolie went to gaol.

UNLAWFUL POSSESSION OF TOOLS.

Sergeant Terret brought Chan Fu, no occupation, before Mr. Hazeland this morning, on a charge of being in unlawful possession of a quantity of fitter's tools, value \$20.

The sergeant said the defendant going off the Hungfong ferry launch with a basket, ostensibly full of clothing. There were the tools underneath, however, and no satisfactory explanation was forthcoming as to how he came to be in possession of the things, so an arrest was effected.

His Worship this morning fined the defendant \$50 or in default six weeks' hard labour. He went to prison.

STEALING A CHAIR.

A coolie of no fixed abode was brought before Mr. Kemp this morning for stealing a cane bottomed chair, value \$25. The chair had been put on board a launch and when the person in charge woke next morning, the chair was missing.

The defendant said he picked the chair out of the harbour. If he hadn't done so, some one else would.

There were several previous convictions recorded against this man, and His Worship passed sentence of two months' hard labour.

EMBEZZLEMENT OF OVER \$800.

Before Mr. Hazeland this morning Leung Chi Wan, accountant of 3 Station Street, Yau-mai, was charged by Wong Choi, chief of Battery Street, Yau-mai, with feloniously embezzling \$475 and \$354, monies of the complainant.

The defendant pleaded guilty, and His Worship sentenced him to six months' imprisonment with hard labour.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer..... 30.159

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IDZUMI MARU	(VICTORIA, H.C. and SEATTLE, U.S.A., via KORE and YOKOHAMA.)	WEDNESDAY, 23rd Jan., at 4 P.M.
WAKASA MARU	(MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID)	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU	(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	(MOJI, KOBE and YOKOHAMA)	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU	(KOBE and YOKOHAMA)	FRIDAY, 1st Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE and HAMBURG	9th February.
Bahle	(LONDON with transshipment in HAMBURG)	About 25th.
FREIBURG	HAVRE and HAMBURG	February.
Prosch	(LONDON with transshipment in HAMBURG)	About 5th.
SAXONIA	HAVRE and HAMBURG	March.
Jäger	(LONDON with transshipment in HAMBURG)	About 15th.
BAMBERG	HAVRE and HAMBURG	March.
Jacobs	(LONDON with transshipment in HAMBURG)	About 25th.
SIBIRIA	HAVRE and HAMBURG	March.
Braun	(LONDON with transshipment in HAMBURG)	March.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTAMPFER DIENST.

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TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 7th Feb., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, ON THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

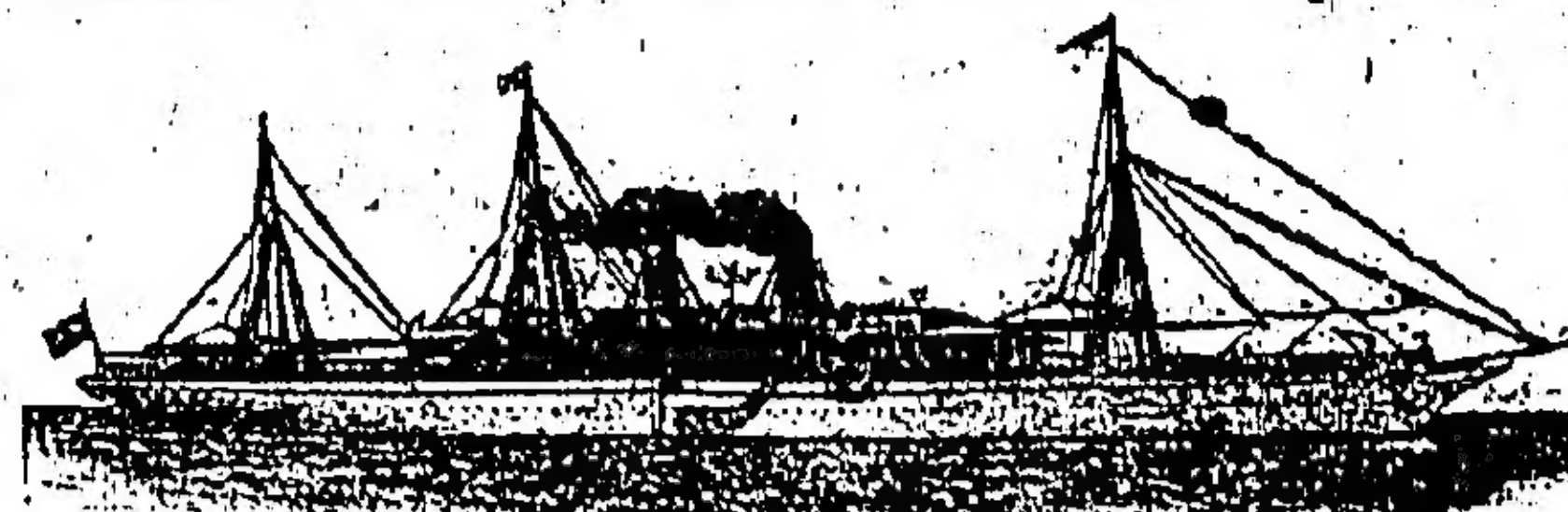
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 29th January, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, ON TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th January, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PENINSULAR,"

Captain T. Leigh, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay WITHOUT Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailing.
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1
Victoria	3,502	J. Pantan	Mar. 8
Duke of York	3,521	J. S. Cox	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 19th January, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"ADATO,"

2,145 tons. Captain J. McIntyre. This Steamship will be despatched on FRIDAY, the 25th instant, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA, and to be followed by the S.S. "MONMOUTH SHIRE," on the 10th February.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 12th January, 1901.

SAILING VESSEL.

THE American 4 masted Schooner

"COMMERCE,"

621 tons net, now lying in the man-of-war anchorage is open for a Charter.

Will be ready on or about the 24th instant.

Apply to
HOLLIDAY, WISE & Co.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
SAIGON	"NANCHANG"	22nd Jan., at Daylight.
SHANGHAI	"SHANSHI"	23rd Jan., at Noon.
MANILA	"SUFOKIANG"	24th January.
NAGASAKI, KOBE and YOKOHAMA	"FOOCHOW"	25th Jan., at 4 P.M.
MANILA	"CHANGSHA"	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	15th Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st January, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"RIPEUS"	Day	22nd January.
"	"PROMETHEUS"	Day	5th February.
"	"ALCINOUS"	Fulford	19th February.
LIVERPOOL (Taking Cargo at LONDON RATES).	"GLAUCUS"		16th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 19th January, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th January, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Aizumi, will be despatched for the above Ports, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 9th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MORAVIA,"
Captain Calabrese, will leave for the above places, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 15th January, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD.

Captain E. Oesselmann, due here with the outward German Mail about the 23rd instant, will leave for the above places about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 19th January, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP
COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th January, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTERNEN,"

will be despatched for the above Port, about the end of January and will be followed by the S.S. "POLINA," about the middle of February.

For Freight, apply to

DODWELL & Co., LIMITED,
Agents.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATTAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 21st January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, ADEEN, SUEZ, PORT SAID, FUME & TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on THURSDAY, the 24th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 17th January, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"

(3,820 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

The Share Market.

LATEST QUOTATIONS.

(January 21st).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	354 1/2 premium
The Bank of China & Japan, Limited.	5	Nominal
The Bank of China & Japan, Limited.	4	41
The Bank of China & Japan, Limited.	1	45 1/2 buyers
National Bank of China, Ltd.	8	27 buyers
Do. Founders.	1	20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	50	24 1/2 buyers
China Traders' Ins. Co., Ltd.	25	56 sales
North China Ins. Co., Ltd.	25	17 1/2
Yangtze Ins. Assoc. Co., Ltd.	50	11 1/2 buyers
Strait Ins. Office, Ltd.	50	14 1/2 buyers
Canton Ins. Co., Ltd.	50	14
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	50	31 1/2 sales
China Fire Ins. Co., Ltd.	20	35 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	15	34 1/2 buyers
Indo-China Steam Navigation Co., Ltd.	10	103 buyers
China & Manila S.S. Co., Ltd.	50	53 sellers
Douglas Steamship Co., Ltd.	50	47 sellers
China Mutual S. N. Co., Ltd. (Pref.)	10	12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	10	12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	5	47 buyers
Star Ferry Co., Ltd.	10	20 buyers
"Shell" Transport & Trading Co., Ltd.	1	63.40
Refineries.		
China Sugar Refining Co., Ltd.	100	11 1/2 sales
Lusong Sugar Refining Co., Ltd.	100	40
Mining.		
Fungion Mining Co., Ltd.	8	53 1/2 sellers
Puller Mining & Refraction Shares.	1	1
Société Française des Charbonnages du Tonkin	250	32 1/2 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Jebeu Mining and Trading Co., Ltd.	5	56 1/2
Raub Allain Gold Mining Co., Ltd.	175	104 1/2 sellers
Oliver & Frechold Mines, Ltd.	5	52
Olivier & Frechold Mines, Ltd.	5	52 1/2
Great Eastern & Caledonian Gold Mining Co., Ltd.	5	5 cents
Do. (Preference)	5	30 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	125	58 1/2 pm. buy.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	50	59 1/2 sales
Wanchai Warehouse & Storage Co., Ltd.	37 1/2	62 1/2 ex div.
New Amoy Dock Co., Ltd.	6 1/2	34 1/2 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	92 1/2 ex div. sales
Hongkong Land Investment & Agency Co., Ltd.	100	200 sellers
Kowloon Land and Building Co., Ltd.	30	38 buyers
West Point Building Co., Ltd.	50	35 1/2 sellers
H'kong Hotel Co., Ltd.	30	52 1/2 sales
Oriente Hotel Co., Ltd.	50	52 1/2 sales
Humphrey's Estate & Finance Co., Ltd.	10	13 1/2 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	100	15
Ewo Cotton Spinning & W. Co., Ltd.	100	15
International Cotton Mill Co., Ltd.	100	15
Leong Kung-mow Cotton Spinning & Dyeing Co., Ltd.	100	15
Soy Chee Cotton Spinning Co., Ltd.	100	15
Yahloong Cotton Spinning Co., Ltd.	100	15
Oil Companies.		
Alkambra, Limited.	500	200 premium
La Commercial, Ltd.	500	100 premium
Hensiana Limited.	500	5 premium
La Favorita.	500	40 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	10	20 sellers
China-Borneo Co., Ltd.	15	33 1/2
A. S. Watson & Co., Limited.	10	15 1/2 sales
Watkins, Limited.	10	12 1/2 sellers
Hongkong Electric Co., Limited.	10	12 1/2 buyers
Hongkong Electric Co., Limited.	5	56 1/2 buyers
Hongkong and China Gas Co., Ltd.	10	17 1/2 buyers
Hongkong Rope Manufacturing Co., Ltd.	50	170 sellers
Geo. Fenwick & Co., Ltd.	25	350 sellers
H'kong Ice Co., Ltd.	25	176
H'kong High-Level Tramways Co., Ltd.	100	196 buyers
Dairy Farm Co., Ltd.	5	67 buyers
Bakery Co., Ltd.	50	50 buyers
Campbell, Moore and Bell, Ltd.	10	20
Eastern Agency, Ltd.	1	14 buyers
United Asbestos Oriental Agency, Ltd.	4	7 1/2 sales
Carmichael & Co., Ltd.	20	80 buyers
Tobacco Planting Co., Ltd.	5	83
Universal Trading Co., Ltd.	5	55 1/2
H.K. Steam Water-boat Co., Ltd.	5	55

VISITORS AT THE HONGKONG HOTEL.

Alkan, Mr. J. H.	Kuangle, Mr. and Mrs.
Andrews, Mr. D. A.	and family
Anonich, Mr. L. A.	Liang, Mr. W. D.
Apar, Mrs. A. A.	Lambton, Mrs. R. S.
Apar, Mrs. A. A.	Lescher, Mr. T. E.
Baker, Mr. W. S.	Levy, Mr. A. R.
Balfour, Capt. & Mrs.	Levy, Mr. A. R.
Bell, Mr. and Mrs. O.	Little, Major W. R.
M. D.	Little, Major W. R.
Beringer, Mr. F. J. G.	Long, Mr. & Mrs. D. M.
Black, Mrs. E.	Longnecker, Mr. W. S.
Bonner, Mr. E.	MacLaren, Mr. J. W.
Borthwick, Mr. & Mrs.	MacLaren, Mr. J. W.
R. W.	MacLaren, Mr. J. W.
Branch, Mr. B.	McKellar, Mr. C.
Brown, Mr. J. W.	McKellar, Mr. C.
Bruce, Admiral and	McKellar, Mr. C.
Lady, and maid	McKellar, Mr. C.
Bruce, Capt. and Mrs.	McKellar, Mr. C.
Buck, Mr. H. A.	McKellar, Mr. C.
Burnie, Mr. C. M. G.	McKellar, Mr. C.
Chester, Mrs.	McKellar, Mr. C.
Clark, Dr. & Mrs. F.	McKellar, Mr. C.
Clarke-Thornhill, Mr.	McKellar, Mr. C.
T. B. and wife	McKellar, Mr. C.
Colson, Mr. T. S.	McKellar, Mr. C.
Creighton, Mr. J. V.	McKellar, Mr. C.
Denroche, Mr. P. C.	McKellar, Mr. C.
Discombe, Mr. G. M.	McKellar, Mr. C.
Dreghill, R. A., Major	McKellar, Mr. C.
Duff, Mr. W. S.	McKellar, Mr. C.
Dow, Mr. and Mrs. C.	McKellar, Mr. C.
Dyball, Capt. F. E. I.	McKellar, Mr. C.
Elderton, Comdr.	McKellar, Mr. C.
Ellis, Mr. M. S. C.	McKellar, Mr. C.
For, Miss	McKellar, Mr. C.
Frank, Mr. C.	McKellar, Mr. C.
Giblin, Mr. R. W.	McKellar, Mr. C.
Gibson, Mr. and Mrs.	McKellar, Mr. C.
Kennedy	McKellar, Mr. C.
Glover, Mr. C.	McKellar, Mr. C.
Goddard, Capt.	McKellar, Mr. C.
Grant, Mr. John	McKellar, Mr. C.
Hanser, Mrs. & child	McKellar, Mr. C.
Hatch, Capt. C. S.	McKellar, Mr. C.
Holliday, Mr. and Mrs.	McKellar, Mr. C.
Holmes, Mr. D. A.	McKellar, Mr. C.
Howell, Mr. E. C.	McKellar, Mr. C.
Howkins, Mr. and Mrs.	McKellar, Mr. C.
Irving, Mr. Geo.	McKellar, Mr. C.
Jackson, Mrs. J. B. and	McKellar, Mr. C.
child	McKellar, Mr. C.
Johnson, Mr. L. R.	McKellar, Mr. C.
Joseph, Mr. and Mrs.	McKellar, Mr. C.
E. S.	McKellar, Mr. C.
Katsch, Mr. E. A.	McKellar, Mr. C.
Kiene, Mr. and Mrs. F.	McKellar, Mr. C.
Kimm, Mr. and Mrs. F.	McKellar, Mr. C.
King, Maj. H. S. R. E.	McKellar, Mr. C.
Klamberg, Mr. & Mrs.	McKellar, Mr. C.
Williamson, Mrs. J.	McKellar, Mr. C.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bewley, Capt.	Messier, Mr. C. M. F.
Bonnan, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, Colonel F.	Mitchell, Mr. R.
Collard, Col.	Morris, Major & Mrs.
Comrie, Mr. A. F.	Newall, Mr. Stuart G.
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	Oakley, Miss
Ezekiel, Mr. J. S.	O'Gorman, Col. The
Forbes, Mr. Andrew	O'Gorman, Madam
Fraser, Colonel A. R.	O'Gorman, Madam
Graham, Mr. D. M.	O'Gorman, Madam
Griffin, Major W. W.	O'Gorman, Madam
R. A.	O'Gorman, Madam
Harston, Dr. and Mrs.	O'Gorman, Madam
G. M.	O'Gorman, Madam
Hays, Mr. J.	O'Gorman, Madam
Hughes, Col. G. A.	O'Gorman, Madam
Layton, Mr. B.	O'Gorman, Madam
Lee, Mr. J. E.	O'Gorman, Madam
MacKie, Mr. C. Gordon	O'Gorman, Madam
McCarthy, Mrs. and	O'Gorman, Madam
child	O'Gorman, Madam

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Prynce, Capt.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
R. N.	Stricker, Mr. A.
Clarke, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	Wall, Capt. F.
Hamilton, Lt.-Col. H.	

KOWLOON HOTEL.

Collins, Mr. J. M.	Riley, Mr. Joseph
Godchaux, Mr. & Mrs.	Shillington, Mr. L.
J.	Thomson, Mr. & Mrs.
Godchaux, Miss J.	Wittmuss, Capt.

EXCHANGE.

Hongkong, January 21st.	
ON LONDON, Telegraphic Transfer	10/9 1/2
Bank Bills, on demand	2/6
Credits, 4 months' sight	2/1 3/16
D'iments, 4 months' sight	2/1 3/16
ON BERLIN, (demand)	2 1/2
ON PARIS, Bank Bills, on demand	2 1/2
Credits, 4 months' sight	2 1/2
ON NEW YORK, Bank Bills, on demand	49 1/2
Credits, 4 months' sight	50 1/2
ON BOMBAY, Telegraphic Transfer	15 1/2
ON SHANGHAI, Telegraphic Transfer	15 1/2
Private 30 days' sight	15 1/2
ON YOKOHAMA, T.T.	14 1/2
Sovereigns, Bank's Buying Rate	9 7/8
Gold Leaf 100 touch, per tael	49 50
Bar Silver	29 1/16
Dollars	1 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, January 21st.	
New Patna	\$65 per chest.
New Benares	87 1/2
New Malwa	87 1/2
Old Malwa	87 1/2
Persian, paper tied	800/820

VESSELS IN PORT.

Steamers.	
ADATO, British steamer, 2,145, McIntyre, 16th Jan., Portland, Or. 10th Dec., Flour—Order.	
ANPING, British steamer, 1,178, H. Barlow, 18th Jan., Shanghai 15th Jan., General—C. M. S. N. Co.	
BENALDER, British steamer, 1,958, C. McIntyre, 17th Jan., Moji 11th Jan., Coals.	
DEMLAVERS, British str., 1,483, A. Webster, 10th Jan., Shanghai 7th Jan., General—Gibb, Livingston & Co.	
CATHERINE APAR, British steamer, 1,730, J. C. O'Brien, 10th Jan., Calcutta 29th Dec., Penang and Singapore 13th Jan., General—David Sassoon, Sons & Co.	
CHOWFA, British steamer, 1,055, J. Williamson, 12th Jan., Bangkok 6th Jan., Rice and Coals—Yuen Fat Hong.	
CHOWTAI, German steamer, 1,115, J. A. Morris, 18th Jan., Bangkok 10th Jan., General—Butterfield & Swire.	
CHUNBANG, British steamer, 1,418, L. A. Muir, 18th Jan., Nagasaki 13th Jan., Coal—Jardine Matheson & Co.	

CITY OF RIO DE JANEIRO, American steamer.

2,275, W. Ward, 16th Jan., San Francisco 14th Dec., and Shanghai 13th Jan., Mails and General—P. M. S. S. Co.	
COPRIC, British steamer, 2,444, J. H. Rinder, R.N.R., 19th Jan., San Francisco 22nd Dec., Honolulu 29th, Yokohama 11th Jan., Kobe 12th, Nagasaki 14th, and Shanghai 17th, Mails and General—O. & O. S. S. Co.	
DAPHNE, German steamer, 1,200, Th. Nissen, 16th Jan., Swatow 15th Jan., General—Siemssen & Co.	
ELSA, German steamer, 1,702, Schönwands, 11th Jan., Moji 13th Jan., Coal—Jebben & Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan., Moji 30th Dec., Coal—Mitsui Bussan Kaisha.	
HAIMUN, British transport, 636, W. J. Davis, 18th Jan., Wei-hai-wei 14th Jan.	
IDZUMI MARU, Japanese steamer, 2,301, M. J. Cumow, 19th Jan., Seattle via Japan Ports and Shanghai 11th Dec., Beer Cotton, Oil and General—Nippon Yusen Kaisha.	
INDEPENDENT, German steamer, 871, A. Hantz, 13th Jan., Samarang 1st Jan., General—Sander, Wieler & Co.	
KVAREY, Norwegian steamer, 1,574, I. Kaniz, 13th Jan., Portland, Or. 2nd Dec., Flour and Lumber—Butterfield & Swire.	
KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 17th Jan., Moji 10th Jan., Coal—Mitsui Bussan Kaisha.	
LOYAL, German steamer, 1,237, Lorenzen, 4th Jan., Saigon, 1st Jan., Rice—Sander, Wieler & Co.	
MERIONETHSHIRE, British steamer, 1,080, W. A. Evans, 19th Jan., London 25th Nov., and Singapore 12th Jan., General—Shewan, Tomes & Co.	
PEIVANG, German steamer, 897, Köhler, 28th Dec., Moji, 22nd Dec., Coals—Siemssen & Co.	
PHRA CHULA CHROM KLAO, British steamer, 1,012, E. McLeellan, 17th Jan., Bangkok and Amoy 10th Jan., Rice and General—Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Huir, 18th Dec., Chetoo 13th Dec., General—Meyer & Co.	
PROGRESS, German steamer, 678, P. Brandt, 18th Jan., Touron 15th Jan., Coals and Rice—Siemssen & Co.	
SADINE RICKMERS, British steamer, 600, Nabbett, 15th Jan., Tamsui 12th Jan., Ballast—Arnold-Karberg & Co.	
SUNGKIANG, British steamer, 1,021, S. W. Moore, 19th Jan., Manila 16th Jan., Hemp—Butterfield & Swire.	
TAI YU, German steamer, 1,065, E. Schipper, 30th Dec., Moji 24th Dec., Coal—E. A. Trading Co.	
TATEGAMI MARU, Japanese steamer, 1,673, H. Sakamoto, 19th Jan., Moji 14th Jan., Coal—Mitsui Bussan Kaisha.	
TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan., Moji 6th Jan., Coal—Mitsui Bussan Kaisha.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec., Otaru (Japan) 21st Dec., Coal—H. & H.	

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,262, Ambury, 19th Dec., New York and Juao, and Chetoo 12th Dec., Oil—Standard Oil Co.	
COMMERCE, American ship, 621, Butenshon, 3rd Jan., Port Blackley 31st Oct., Lumber—Holliday, Wise & Co.	
DUNDEE, British ship, 1,998, Herning, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,936, Thomas, 1st Dec., Cardiff via Cape Town 26th Sep., Coal—Government.	
NEREUS, German ship, 1,714, Beake, 30th Dec., Cardiff 8th Aug., Coals—Master.	
WEST YORK, British bark, 700, Forster, 13th Jan., Rajang via Borneo and Sarawak 1st Jan., Timber—Sam See Ching.	

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 21st, 1901.	
Alacrity, despatch-veel, 1,700 tons, 10 G-pd. A.M. Cochrane, Commander G. F. M. Cochrane, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. J. Stewart, Singapore.	
Argonaut, British cruiser, 11,000 tons, 16,500 h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Amoy.	
Astraea, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Hongkong.	
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Captain Henderson, left England.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.	
Brisk, British gunboat, 1,770 tons, 6 guns, 1,600 h.p., Commander Sir Bouchier Wrey, Bart., Hongkong.	
Britannia, British gunboat, 710 tons, Capt. P. W. Walter, Foochow.	
Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Woolwich.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Wintington-Ingram, Shanghai.	
Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 h.p., Capt. Tillard, Hongkong.	
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, Hongkong.	
Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 h.p., Lieut. Com. C. P. Beatty, Pownall, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
Glory, 1st class battleship, 12,950 tons, 16 guns, 15,500 h.p., Captain F. S. Ingfield, Hongkong.	
Golfiah, 1st class battleship, 12,950 tons, 16 guns, 15,500 h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 5 guns, 4,000 h.p., Lieut. and Com. G. H. H. Holden, Hongkong.	
Har, twin screw, torpedo-boat destroyer, 260 tons, 5 guns, 4,000 h.p., Lieut. and Com. J. G. Armstrong, Shanghai.	
Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cunningham, Shanghai.	
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.	
Ida, British cruiser, 5,650 tons, Capt. G. M. Henderson, Woolwich.	
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.	
Linka, gun-vessel, 725 tons, 4 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hankow.	
Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.	
Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bombay.	
Mohawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Hongkong.	
Orlando, British cruiser, 5,000 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.	

Otter, torpedo-boat destroyer, Lieut. and Com.

Albatross, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Hongkong.

Pharos, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Protector, British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut.-Com. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Commander Oldham, Yangtze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. —, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terride, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Upditch, 1st class cruiser, 5,600 tons, 12 guns, 5,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Valeriville, surveying ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., Lieut. and Comdr. MacKenzie, Shanghai.

Yokura, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Yoodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Yoodrall, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Admiral, Portuguese cruiser, 1,800 tons, Capt. Andrew, Macao.

Aspasia, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Tolland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Captain S. N. Sybrandt, Swatow.

Caterine Elisabeth, Austrian cruiser, 5 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eilseman, Shanghai.

Conington Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

María Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritt, Hongkong, Shanghai.

Dei Heil, Dutch cruiser, 5 guns, 3,500 tons, 4,735 h.p., Capt. Jansen, Taku.

Maire, Portuguese gunboat, 600 tons, Captain Fouto, Hongkong.

Leinta, Austrian cruiser, 2,500 tons, Captain Kala, en route Bangkok.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolsky, at Tientsin.

Admiral Putyatin, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.

Admiral Schoupsky, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,550 h.p., Captain Dobrowsky, at Taku.

Admiral Denzky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Admiral Rurik, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Admiral Miklashevsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Admiral Silych, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.

Admiral Suvorov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,550 h.p., Capt. Yakovlev, at Nagasaki.

Admiral Zavarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Admiral Zaynab, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Admiral Zvezda, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Nagasaki.

Admiral Zverev, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Admiral Zvezda, Russian armoured cruiser, 12,000 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.

Admiral Zvezda, Russian cruiser, 1,330 tons, 1,785 h.p., 11 guns, Capt. Komaroff, at Singapore.

Admiral Zvezda, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Admiral Zvezda, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Admiral Zvezda, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollos, at Taku.

Admiral Zvezda, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Admiral Zvezda, 1st class, Russian torpedo boat, 60 tons, 3 guns 2 tor. tubes 780 h.p., speed 19.7 knots.

Admiral Zvezda, Russian cruiser, 6,000 tons, 10 guns, Prince Ouchtomsky, at Port Arthur.

Admiral Zvezda, Russian torpedo gunboat, 4 guns, 550 h.p., Com. Molchousky, at Nagasaki.

Admiral Zvezda, Russian gunboat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.

Admiral Zvezda, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Admiral Zvezda, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Admiral Zvezda, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Admiral Zvezda, Russian torpedo boat, 85 tons 4 guns, 1,000 h.p., 19 knots.

Admiral Zvezda, Russian torpedo boat, 87 tons, 4 guns, 2,200 h.p., 22 knots.

Admiral Zvezda, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

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